

# Friday Harbor Ferry Terminal Master Plan



## Project Schedule

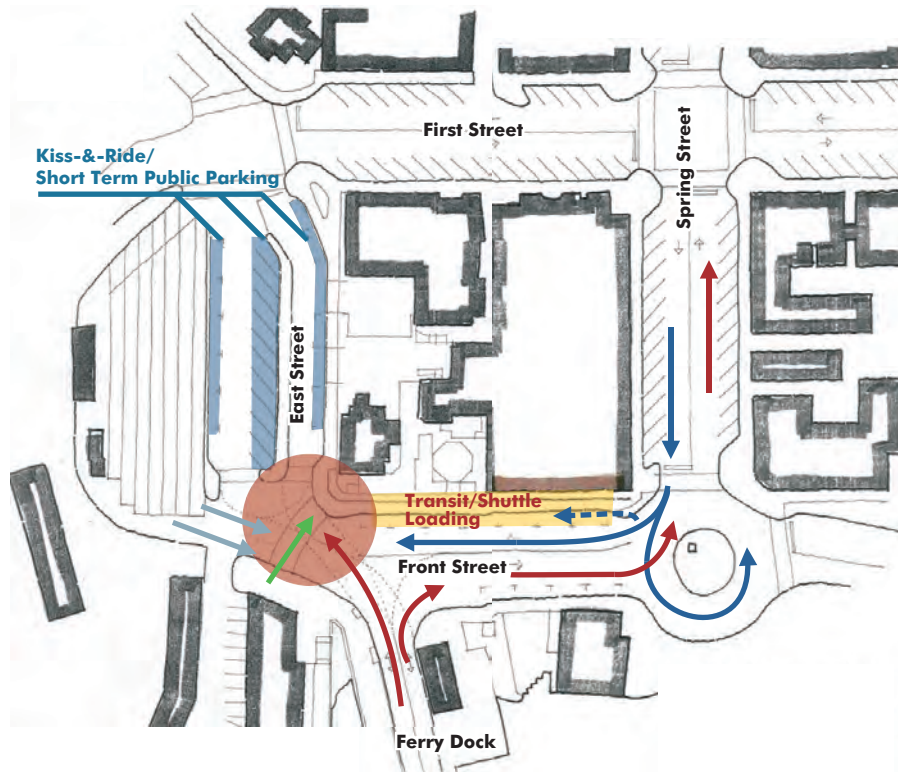
Activity	Jun '06	Jul '06	Aug '06	Sep '06	Oct '06	Nov '06	Dec '06	Jan '07	Feb '07	Mar '07
Review previous reports & existing conditions	■	■								
Collect & analyze current traffic data		■	■	■						
Prepare Draft Master Plan			■	■	■	■				
Finalize Master Plan						■	■			
ITC Meetings	■		■	■	■		■			
Open House				■		■				
ITC Implementation Negotiations								■	■	■

We are here

# Friday Harbor Ferry Terminal Master Plan



## Intermediate Recommendations – Traffic Circulation



### Option A – Split Unloading

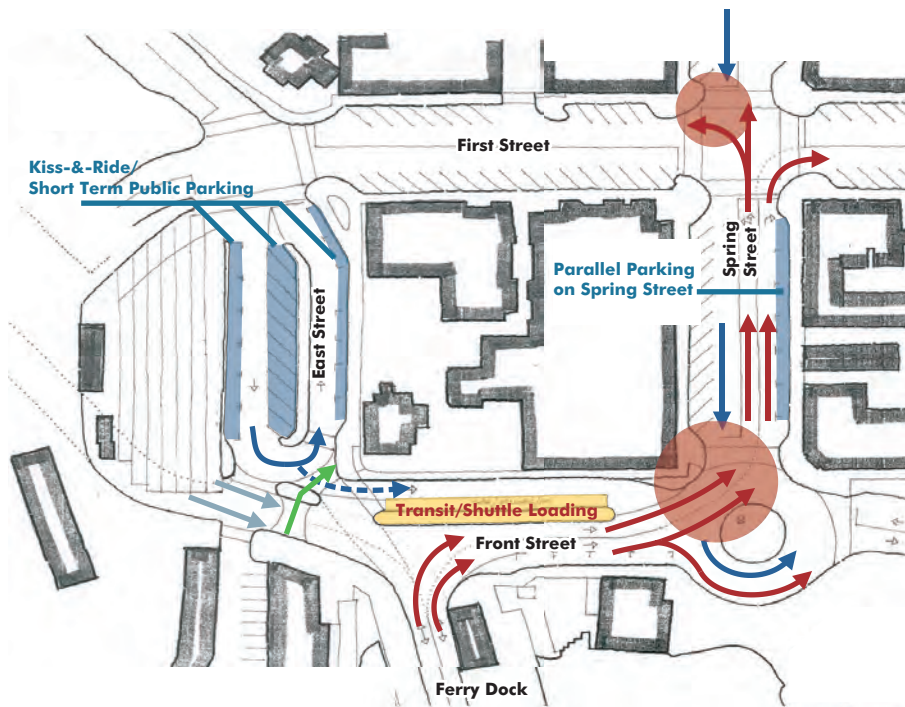
- Two lanes unloading up Front Street to Spring Street and up East Street
- Pedestrian/Vehicle conflict at crosswalk at corner of East Street and Front Street
- Reflects input from adjacent property owners and the community



# Friday Harbor Ferry Terminal Master Plan



## Intermediate Recommendations – Traffic Circulation



### Option B – One-way Traffic on Front Street

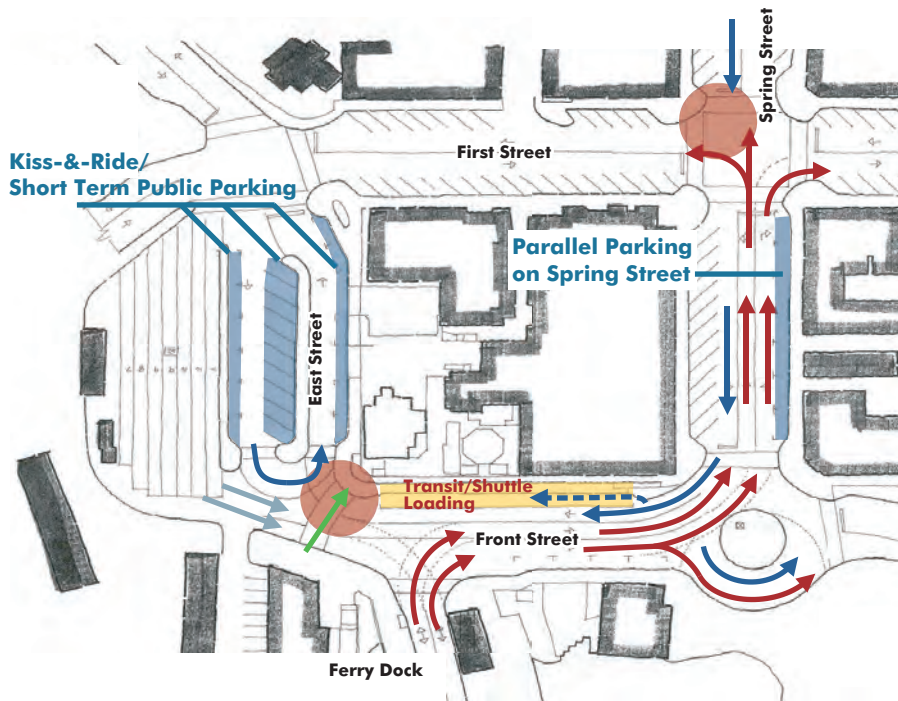
- Two lanes unloading up Front Street to Spring Street
- One-way traffic on Front Street
- Shuttle van loading island on Front Street
- Diagonal parking on Spring Street converted to parallel parking
- Potential for vehicle-vehicle conflict at corner of Spring Street and Front Street since all downhill traffic on Spring Street is required to U-turn around Circle Park
- Ferry traffic turning left from Spring Street onto First Street could cause traffic to backup



# Friday Harbor Ferry Terminal Master Plan



## Intermediate Recommendations – Traffic Circulation



### Option C – Counter-flow traffic on Front Street

- Two lanes unloading up Front Street to Spring Street
- Two-way traffic on Front Street
- Pedestrian/Vehicle conflict at crosswalk at corner of East and Front
- Diagonal parking on Spring Street converted to parallel parking
- Traffic turning left from Spring Street onto First Street could cause traffic to backup

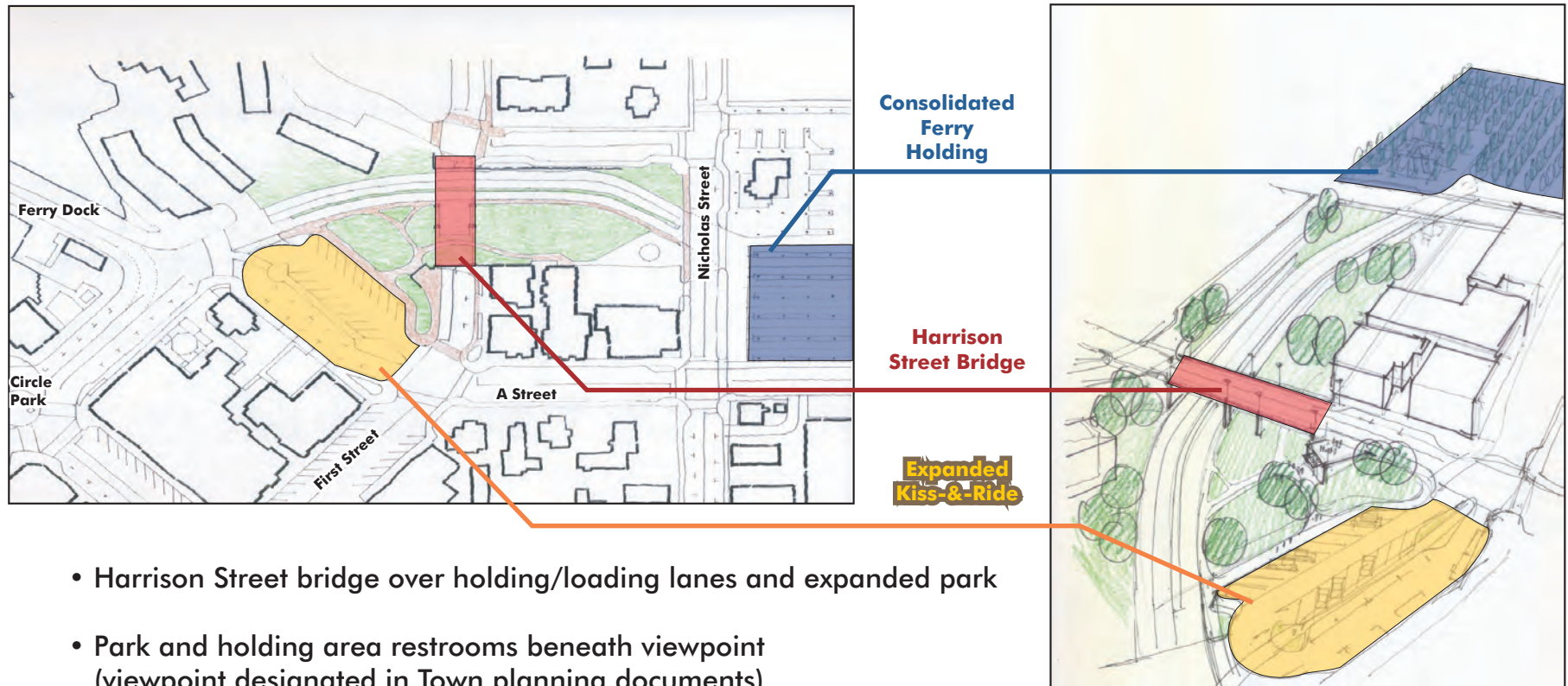




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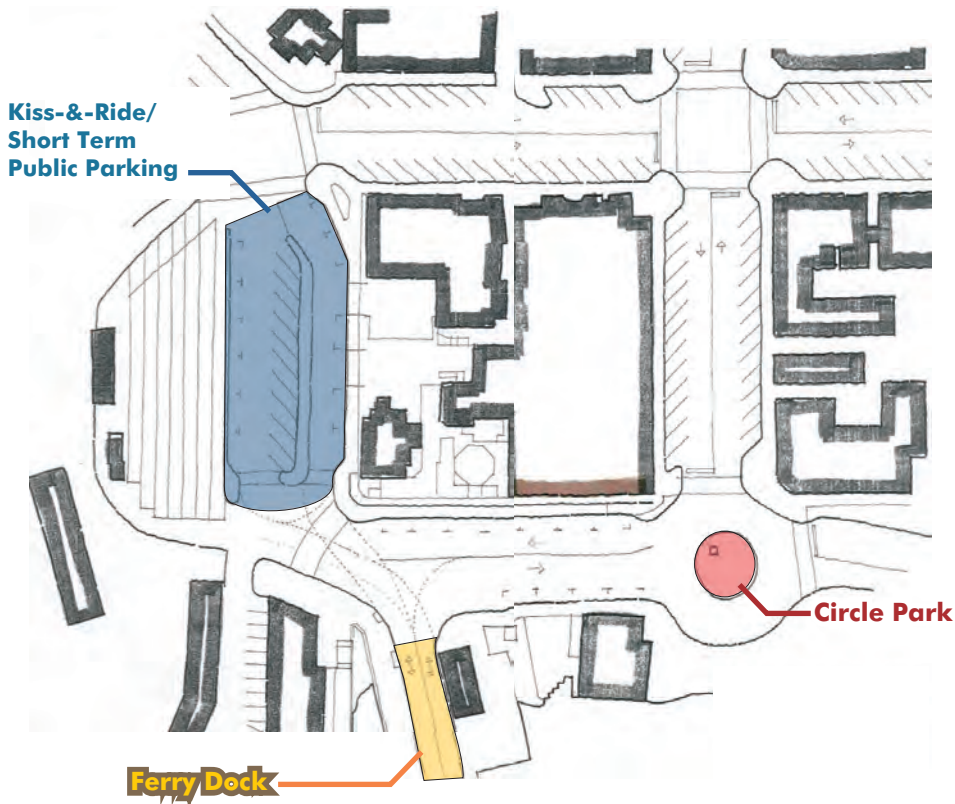
## Long-Term Recommendations – Dedicated Ferry Loading Lanes



# Friday Harbor Ferry Terminal Master Plan



## Intermediate Recommendations – Kiss-&-Ride and Short Term Parking

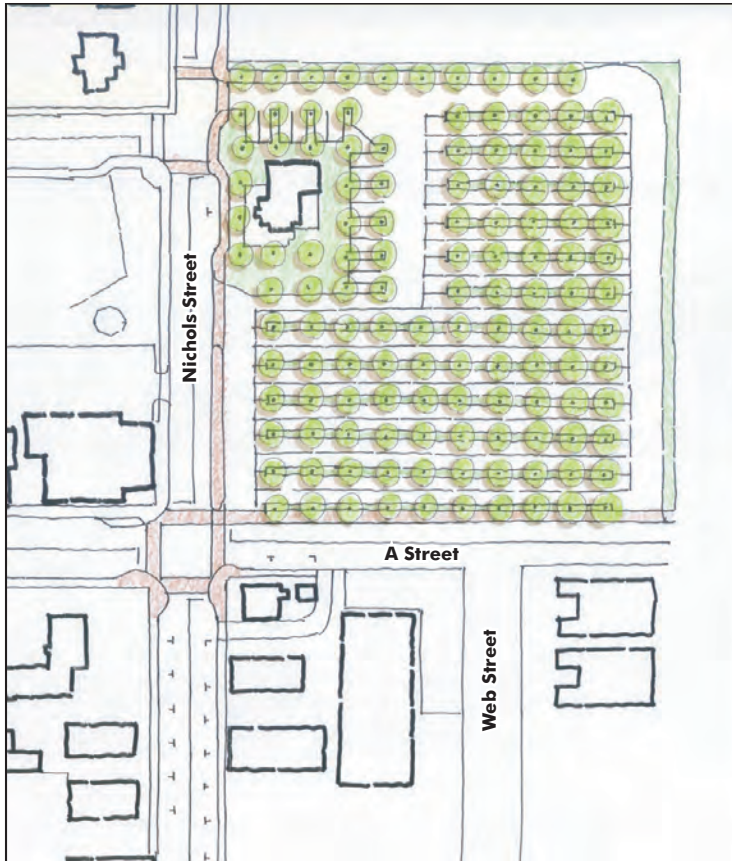


- Reconfigures East Street to provide Kiss-&-Ride and Short Term Parking
- Reduced capacity in vehicle holding Lot A replaced by consolidation and expansion of Lots B, and C
- Additional pedestrian safety improvements at intersection of Front Street and Spring Street

# Friday Harbor Ferry Terminal Master Plan



## Intermediate Recommendations – Consolidated Upland Vehicle Holding



**Consolidated Upland Holding Lots**

- Consolidation of holding lots A, B, and C required by expanded Kiss-&-Ride and short-term parking
- Requires relocation of Friday Harbor Freight Lines, Green Man Nursery, and Backdoor Kitchen
- Provides holding for approximately 250 vehicles
- Concept for biofiltration to clean stormwater run-off



**Biofiltration concept for stormwater runoff**



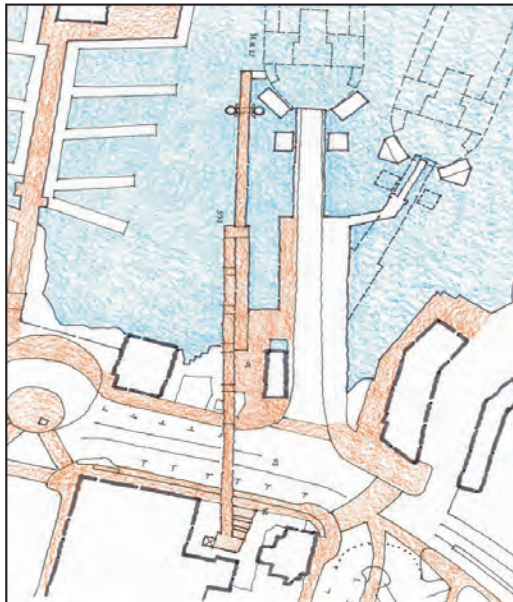
# Friday Harbor Ferry Terminal Master Plan



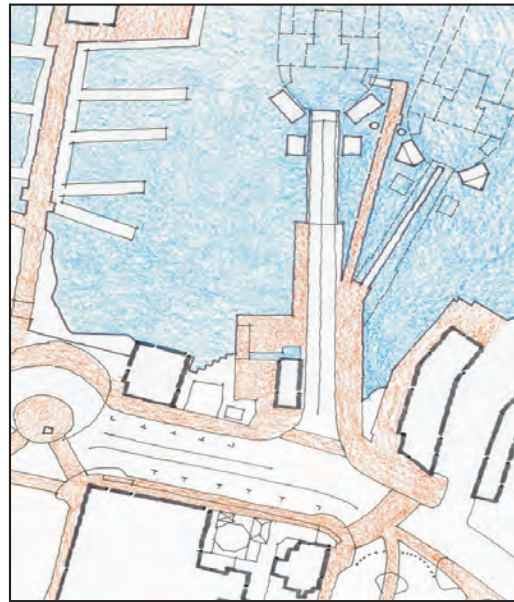
## Long-Term Recommendations – Overhead Loading

### Option A, West Side

- 2 access points, one on the ferry dock and one across front street
- Could connect to future waterfront trail to Circle Park and Port of Friday Harbor



West Side Overhead Loading



East Side Overhead Loading

### Option B, East Side

- Single access point at current pedestrian walkway
- Direct access to Kiss-and-Ride



# Friday Harbor Ferry Terminal Master Plan



## Proposed Implementation Plan

Based on the findings of the Existing Conditions Report and the Summer 2006 Traffic Data Collection and analysis, a Draft Master Plan Implementation Timeline has been developed. This draft provides a step-by-step approach that achieves the dwell time savings goals of the study.

Increased service to Friday Harbor can be achieved if infrastructure and operational improvements result in a maximum dwell time of 30 minutes or less. Currently, the maximum scheduled dwell time is 50 minutes and on busy days it can be even longer. If nothing is done, by 2017 the average dwell time for summer peak sailing is estimated to be 65 minutes.

Current Operations	Short Term Recommendations	Intermediate Recommendations	Long Term Recommendations
<ul style="list-style-type: none"><li>• Single lane unloading &amp; loading</li><li>• Pedestrians unload and load via vehicle transfer span</li><li>• Manual traffic control continues</li></ul>	<ul style="list-style-type: none"><li>• Double lane loading</li><li>• Pedestrians-Vehicle interactions minimized (sidewalk bulbs)</li><li>• Vehicle loading/unloading not interrupted for walk-ons</li><li>• Improved signage</li><li>• Manual traffic control continues</li></ul>	<ul style="list-style-type: none"><li>• Double lane unloading Consolidated upland vehicle holding area</li><li>• Expanded Kiss-&amp;-Ride and short-term parking on East Street</li><li>• Dedicated shuttle/transit loading zone</li><li>• Manual traffic control continues</li></ul>	<ul style="list-style-type: none"><li>• Overhead passenger unloading and loading</li><li>• Vehicles loading traffic separated from local traffic</li><li>• Manual traffic control continues</li></ul>
<b>Summer Peak Sailing</b>	<b>Implementation within 5 years*</b>	<b>Implementation within 5-15 years*</b>	<b>Implementation more than 15 years*</b>
<b>Dwell Time: 55 minutes</b>	<b>Dwell time savings approximately 15 minutes</b>	<b>Dwell time savings approximately 25 minutes</b>	<b>Dwell time savings approximately 35 minutes</b>